

equipment, financing or technical advice. I have already begun discussions with my Cabinet colleagues to take positive action in this regard.

(6) ICAO should consider how best to encourage all its member states to ratify the Tokyo, the Hague and Montreal Conventions for the suppression of unlawful acts against civil aviation. It should also consider means to assure the most stringent application of these conventions by its members.

(7) I urge ICAO, in considering all these proposals, to ensure its consultations include the professional associations whose members have expertise in civil aviation security. For example, the members of the Canadian Airline Pilots Association and the International Federation of Airline Pilots Associations have literally a life-and-death stake in the advancement of civil aviation security. Their expertise must be actively sought out.

In addition to these proposals, there are a number of initiatives which Canada will undertake without delay. I have already mentioned the review now under way by our Security and Intelligence Committee on all aspects of our airport and airline security.

Consistent with the practice of most ICAO countries, Canada has established broad parameters outlining security measures to be adopted by air carriers. The carriers are granted flexibility to meet these standards using a variety of methods that best suit their individual operations.

Our government will be considering the need for more defined security standards — including, for example, training levels required for all aviation personnel. We will consider monitoring more closely the method of implementation which air carriers use to meet security standards. We will also consider offering more direct guidance to air carriers in order to ensure compliance with defined security standards.

Canada has excellent established practices to ensure the airworthiness of aircraft. These have recently been reviewed and assessed by Mr. Justice Charles Dubin. It is time to examine whether a similar, thorough approach should be applied to aviation security, in particular the screening and training of all civil aviation personnel. I am reviewing this aspect of aviation security with my departmental officials.

A critical aspect of this review will include measures to prevent unauthorized access to any commercial aircraft from the tarmac, runway and bridge areas of airports.

We intend to focus considerable attention on improvements to the security of baggage handling. The current system was developed in peaceful times. It has served us well. But we are now faced with the need to develop new measures because of the varied and volatile dangers of terrorism.

We will be assessing more advanced technology to permit airlines to quickly identify — before take-off — all baggage checked by any passenger who does not board the flight. This situation appears to have occurred on CP Air flight 003 to Tokyo. Air carriers must be able to locate and remove such baggage before the flight is allowed to proceed.